## RAILROAD MANAGEMENT.

rican Association for the Improv of Railroad Machinery. SECOND DAY'S PROCEEDINGS.

association met Wednesday morning at the rooms of serious Institute, 361 Broadway. The attendance The President, J. P. JACKSON, New Jersey Railroad Pro-

t, called the meeting to order. ecretary, Mr. HoLLY, read the minutes of yesterlay's proceedings, which were unanimously approved of; and brought up the following report from the Committee

the Business of the Association:—

The committee respec'fully report that they have conferred with persons who process to read pacers and to exhibit mo leb; they save also con erred with the Chairman of the Committee on the Jonathuton and By-laws; on having learned win them the time they will probably require, they have greed to promises due to the following order of business for the easien of Sept 2:—

greed to recommend the following order of business and select for a little on Constitution and By-Laws.

2. announcement of the appointment of committee of ten

sent of the appointment of the local o d. Paper, by A. L. Holly, on the Combustion of Coal in the Dimpfel Boller: 40 minutes. 5. Paper, by Zerah Colburn, on Tools; 20 minutes. 6. Paper by Mr. Headley. 7. Paper, by Zerah Colburn, on Baldwin's Engine; 20 mi-

2 Mr. H-ys or Ebbert's Feed Heater; 15 minutes.

3 Mr. H-ys or Ebbert's Feed Heater; 15 minutes.

18 Mr. Hallard on 1-avis' thair; 20 minutes.

18 Mr. Authony, Rail Joint and Stringer; 15 minutes.

11 Mr. Lawton's Bores.

12 Mr. Hosgra d's Piston.

13 Wr. Marchal on a New Car Rrake.

14 Mr. Marchal on a New Car Rrake.

15 Mr. Blesell, Eodel of a Loomotive Track, connection is abown up stairs in the rejection, the track being a fixture Espectfully submitted,

2 Mr. HayEs,

3 J. HayEs,

4 Committee.

A. L. HOLLY,

The report of the Committee on the Constitution and Br

The report of the Committee on the Constitu Laws elicited a lengthened discussion, in which the Chair-man and Mesurs. Board man, Winans, Headley and others

The constitution provides for—the actual practical experimenting on all railroad machinery and improvements; the collection and publication of all information on same the admission of all ratiroad companies and those interest ed, to be elegible as members of the association, annual Sees, ato; affairs of the association to be conducted by managers, to be chosen annually by ballot—five to constitute a quorum; the Board to meet first Tuesday in every meant; the finds of the society to be at the disposal of the Board of Manage s, the members not to be accountable for more than is in the hands of the Treasurer. Then follow the by laws.

menin; the r nds of the society to be at the disposal of the Board of Managers, the members not to be accountable for more than is in the hands of the Treasurer. Then follow the by laws.

Bach article was acted upon separately. Some members wished to include in the objects of the association valuable improvements, which may be proposed although not in operation.

Mr. Ross Wisans, of Baltimore, thought if the deors we expend to mere suggestions of improvement, it would had to waste of time. There were hundreds of improvements proposed, which were not thought or ough of to put to a practical left, and these it would be better to exclude. They must draw he line elsewhere.

Mr Zeran Colluber said it was only a question whether the expesse of putting imprevements into practical shape, should be borne by the inventors or by the association.

Mr. Fisher, of New York, opposed the article as it stood, because it prohibited the association from testing what might preve to be valuable inventions, which the inventoes were not able to put into practical shape for want of means.

All the articles were adopted, and the resolutions adopted.

the sure not able to put into practical shape for want of means.

All the articles were adopted, and the resolutions adopted yesterday were rescluded, so far as they conflict with the constitution.

The report of the committee was taken up, and in an accrease with the fourth rule, Mr. Hotty read his paper on the combustion of coal in the Dimpfel boiler. He occupied about half an hour, and was listened to with much assention. The paper was technical, interesting to etiential ones, and quite voluminously elucidated the subject is feared the necessity of burning coal on railroads, stating fully the chemistry of combustion, as accretianted by the beat elemins of England and America, and giving an abstract of the experiments of Dr. Not, Sir H Davy, Josiah Parkes, Jacob Perkins, Charles Nye Williams, &c. He concluded that bituminous coal could be perfectly burned in loc motive, by allowing sufficient sir to enter above the fire to burn the gasness distilled from the coal. He surgested at some length the advantages of the true ever the flue boiler, and applied these conclusions in the describing of the Dimpfel boiler. Abstracts of reports of segmes with this coller were given, and showed abaying of nearly 50 per cent over wood. The engines are used on the Philatelphis, Wilmington and Baltimore; Erie, Taunton and New Bedford, New York and New Haven and sheer roads.

During the reading of Mr. Holly's paper some of the

Thenton and New Bedford, New York and New Haven and Sher reads.

During the reading of Mr. Holly's paper some of the members were agreeably chatting—some were reading the Henall—one was "all a noddin'"—another was examining his bank book—several went to the other end of the room to talk to their friends, and a low were attentive

the room to talk to their friends, and a tew were attentive inteners.

The PRESERRY announced the paper open for discussion. Mr. Haadlay moved it be referred to the committee. Mr. Whans asked for facts and not experiments—that the latter are not at all relable, being under the peculiar management of the officials of the respective rosels.

Another member called out for the facts.

Mr. Haadlay explained that his object in moving that the paper just read should be taken up, was to edicit discussion. The paper was well worthy of attention.

Mr. Boannan followed in the same strain.

The CHAIRMAN said it was in order to move to lay it on the table or refer it to the Board of Management.

Mr. Houly explained the nature of the paper he had read, and his reason for the introduction of the statements made by the various railreads it e had alidded to.

Mr. Winans again called for facts, the relative merits of each machine, and not the general results. Any paper brought before the association should contain a proposition to test some particular fact or improvement that might be benedicial.

Mr BOARDMAN objected to the paper, not being such as legitimately could be referred to the committee.

A motion was made to place the paper on the files of the association. Carried by Country sead a paper on the machine tools built by William Sellers & Co. of Philadelphia. It stated the beavy, rabsantial character of these tools, the extreme accuracy of their construction, and described a great number of immovements recently made in their plan. A description was given of the shitting bangers and couplings made by these builders, the illustration being made with the sid of full sized working examples of Sellers' patent hanger and patent coupling. A description of the cast term raisread turn tables, also made by the same builders, was also lilustrated by a model of Parry's anti friction bex and turn able, as set up in its pit. It was ordered to be alled.

Mr Handers's paper being next in order, he said he had not had turn to get the facts and arrange them for the association. He was at prescut proparing the paper for publication. It was on iron, a subject which was of deep interest to railread men.

Howston. It was on tron, a subject which was of deep inlearest to railread wen.

Mr. COLRUEN read a paper on the economy of moderate
speed for 'reish trains and the peculiar adaptation of the
sogines of M. W. Bailowin & Co., of Philadelphis, for the
deaft of beavy trains at slow speed. If was shown by
official statements that with the use of these engines, of
27% tons, the mountain track of the Virginia Contrai road,
having 300 feet grade and 294 feet corve, was run at his
miles an hour, with one tenth of the recisions of that road basing maximum 50 feet grade, light
ourses and 22 ton engines, and run at 30 miles an hour.

It was ordered to be filed

Mr. Have read a paper on Ebbert's heat feeder, which
was referred to the ommittee

It was ordered to be filed Mr. Harry at a paper on Ebbert's heat feeder, which was referred to the committee. The Pragness amonated that the association was already recognized abroad for he had just received a number of documents from Philadelphia, no doubt for gratations directable among the members. The documents aluded to were a bundle of tracts, entitled "Sanhath Notes and Questions," evidently pointedly written against the breaking of the Sanbath by incorp-readed companies. Had the documents been the last quotation of the share list in Wall street, they would doubtiess be greedly picked up and their or needs devoured; but "Bible Arguments" fell as dead in the Railroad Convention as the proffered bonds of the Parker Vein Coal Company. As railroad interests were not fet by the members to be "storms," the good seed was cattered on a barron soit. It would require the "pyful tidings" of a sudden Wall street rise to more their table form hear's. the meeting adjourned until 2% o'clock.

APTERNOON ARSSION.

Mr. HEADLEY suggested that the number of the members the Board of Management be increased to twenty one.

ps the Board of Management be increased to twenty one. Passed.

Mr Maniar suggrated that a committee of three be appointed to appoint. Carried.

Masses Headley, Winnel and Colburn were appointed. A discussion entand which re-cross to give refusal of Mr. Debars to serve or a the committee.

The meeting voted for not excusing Mr. Colburn. Mr. Colburn objected, and said if he was forced to serve as a committee on which he did not wish to serve, he would withdraw from the association.

A desultory conversation occurred, and Mr. Headley moved to reconsider the vote.

Mr Frence said if the meeting understood the reasons which prevailed causing the withdrawal of Messes. Colburn and Holly from the committee on which they were appointed, the members would not press the acceptance. The Passenser put the question to the meeting, and Mr. Colburn was excused.

Mr. Hulland gave an extempore elucidation of the Davis that. The rabber bearings in the chair make the rails personent when laid on stone, and provent the rapid wear of track and maniferer.

Mr. Asymony addressed the passociation in reference to

franks and machinery.

Mr. Armony addressed the passociation in reference to Miron tracks.

The report of the Committee on the Nomination of the haard of Managers was received and adopted. A ballot proceeded with and the following gentlemen were

was proceeded with and the following gestlemen were elected:

Board of Managers for Entiting Fear.—J. Edgar, President Particular of Properties of the Pennsylvania Contral; S. M. Folton, Provident Philadelphia and Baltimore; B. H. Latrobe, President Commers ville Railroad; A. F. Smith, Superintendent Hidnois Central; Chas Moran, President New York and Frie Railroad; J. D. Seed, Engliver Reading Railroad; J. B. Jervis Civil Eagineer; Jas Campbell, President Harlem Railroad; Wm. E. Morriss, Superintendent Long Island Railroad; Honry Gray, Superintendent Western Railroad; Zorah Colburn, Ed. Am. Engineer: H. V. Poor, Ed. Railroad Journal; John B. Winslow, Superintendent Boston and Lowell; M. M. Pounds, Co. Superintendent New York and New Haven Railroad; Joseph H. Moyr, Superintendent Pittaburg, Wayne and Chicago; John O. Shearns, Superintendent Contral Instituted, New York.

During the balleting there was an animated conversation as to the propriety of embracing any but those represented in the Convection, which draw forth the following remarks from

from Parameter—I must say that we embrace but a very

The ballot proceeded, and also the discussion on the nature and qualities of tracks.

Mr. Carrzyrus said he had listoned with much attention to the discussion; that so far as he could judge the Davis car was an improvement on the old plan, and was known as such on the Eastern reads. It might also be true that Mr. Anthony's plan was an improvement on Mr. Bullard's; but he could tell both these gentlemen that if they would go only twelve miles, up to the Wassal curve of the Bric Railroad, they would see there a piece of a track laid down without spikes, boits or fastenings, and, as he (the speaker) was informed by Mr. Hilliard, the rail was in use for a year and a half, and showed no wear or tear, giving the highest satisfaction, and appearing to be a decided improvement.

The subject was finally referred to the Board of Managers for investigation;

cited imprevement.

The subject was finally referred to the Board of Managers for investigation:

Mr. Lawron said it was not his intention to read a paper, but make a few remarks to the meeting on railroad boxes, and the incorporation of the property of inbricity in the metals. The subject was referred to the committee.

Mr. Marshall introduced the subject of car brakes, of which he spoke on the first day. He showed the great deficiency of the present brake system, its weakness and dangerous delay causing many accidents, which might be avoided by having an improved brake system. While according to the present, the retarding pressure as applied, is but seventy-five pounds, it is two hundred pounds on that which he (Mr. Marshall) advocated, and that would by its use save fully two-thirds of the wages railroad; were paying to brakemen. The McDonald brake claims to do all the work now done by brakemen (as such) on trains. It transfers the brake power in a multiplied form, to the engine driver, and will supersede the use and the cost of brakemen. Certificates from the presidents, engineers and other efficials were produced, to show that in actual practice these claims were fully sustained. This brake has been in constain use for six months on one of the express trains of the Richmond, Fredericksburg and Potomac road, and has won the entire approbation of its officers.

adoption.
The Sucastary read the following resolution, which was unsalmously passed:—
Resolved, That the Board of Managers take immediate action in relation to the arrangement of a national bial of formolives and railread machinery, to cour on the Philadelphia, Wimingfen and Ballimore Railroad (already offered for the purpose), on November 1, 1867.

purpose), on November 1, 1867.

The Parameter suggested the propriety of fixing the day of meeting of the Soard of Managers.

The expenses were ordered to be paid, a year's subscription was collected from all present in advance, and the Convention adjeurned until 11 o'clock this morning.

A number of the members proceeded up stairs and yiewed Mr. Biasel's truck connections.

TRIRD DAY'S PROCEEDINGS. The Association met Thursday morning, at the America stitute, 251 Broadway-Mr. Jackson, President of the New Jersey Transportation Company, in the chair. The Secretary read the minutes of Wednesday's pro-

heliogs, and brought forward the following:

REPORT OF THE COMMITTER ON ORDER OF MUSINESS.
The committee recommend the fellowing order for the testion of Sept. 3:

1. Appointment of Committee on Finance and Corres

neesion of Sept. 3:—

1. Appointment of Committee on Finance and Corresponds noe.

2. Mr. Hoagland on an improved piston, 5 minutes.

3. Mr. —, wrought from our wheels, 10 minutes.

5. Mr. Bordman, on his boiler, 10 minutes.

6. Mr. Sperry, on Leonard's dinometer, 15 minutes.

7. Mr. Sharbuck on Waterman's our spring, 5 minutes.

8. Mr. Herrick, 90 Wood's switca, 10 minutes.

8. Mr. Herrick, 90 Wood's switca, 10 minutes.

9. Mr. Hackrose on his car couplings, 5 minutes.

10. The La Mothe's cav.

11. Mr. Boarbman wheeld to stite that it appeared to him there was a mistake made in the published account of the proceedings of the association in the Tribune. He (fir. B.) understood the secretary to say, in explanation of the paper he read before the meeting, that he was not responsible for the statements he had embodied in that paper, they being given to him by the efficials of the various railroad companies. He made this statement with the view of having the mistake corrected.

1. Mr. Holly explained Heagland's improved piston, and illustrated the subject by a drawing and model. He also read a letter recommending its use by the superintendent of machinery of the Lackawana and Delaware Railroad.

1. Mr. Boarbman explanation of its advantages. He said he shad devoted five years to the invention, and placed it be fore the public, with the full con-intion it would speak for itself. It has been in use for nice months on the New Jersey road, and an order for another one has been given by itself, and an an arbitroid with much warmh. The discussion was long, deviliory and animated; Mr. B. stating be was very much ediceped to Mr. H. for giving him an operation of machiners and he replied with much warmh. The discussion was long, deviliory and animated; Mr. B. stating be was very much ediceped to Mr. H. for giving him an operation of machiners in the first planation.

12. The Paramager said it was an interesting colledgy.

13. Mr. Bearam, and he replied with much warmh. The discussion was long, deviliory and animated; Mr. B.

rines with this grate on different railroads throughout the Union.

Mr. Colmuns read a paper on the proper mode of testing axies, written by Mr. A. Roberts, of Philadelphia. The paper considered the transverse, the torsional and the percussive strains on axies, but argued that the simple transverse strain was the principal one. In conducton, it argued that the reputation of the maker, as established by careful selection of iron, coal and furnaces, was the principal reliance of purchasers. This paper elicited remarks from Wessers. Hadeon, Winams, John t. Most of Haven, and other members.

Mr. Have entered into a statement of his experience respecting axies, and wished to have some genticman's opinion on the best mode of testing axies.

Mr. Winam gave his experience on the subject, and was followed by some interesting remarks from Mr. Swaar.

The members present were called upon to sign the constitution.

The members present were called upon to sign the constitution.

the Principary asked the sentiment of the members as to the further prolongation of the Convention.

Mr. Hencon contended that there could not be a more important investigation than that being held by the Gonvention, however much the public mind might be abused as to its importance, and urged the necessity of the Association getting a knowledge of all the facts connected with railroad marbinery.

Mr. Wirans called for actual facts, and not experiments, as the basis of their investigation.

Mr. Boarman wished to see the proceedings of the Convention published.

The President stated that he had received another and much longer communication on the observance of the Sabbath, which was referred to the Board of Managers.

The President then referred to the importance of the movement is which they were engaged, and hoped to see an effort made to bring the experiments and facts detailed here before the Board of Managers, in order that so much valuable information should not be lost in desultory conversation.

The following resolutions were unanimously afouted:—

versation.

The following resolutions were unanimously adopted:

Legolved That the thanks of the Association be tendered to
the trustee a of the American Institute for their liberal and
courteous invitation to use the rooms of the Institute for its
meeting. ting.

solved. That this Association entertains the highester of the public spirit and utility of the American Insti

AFTERNOON SESSION.

Mr. A. S. Sweat in the chair.

Mr. Herrick expla ned the invention of Wrod's switch o prevent the cars from running off the safety rails, so that care have run from ten to fifteen miles an hour and not run off if the switch were even turned wrong His

observations elicited remarks from Mesers. Hudson, Hayes and Boardman.

Mr. La Morine exhibited a model of an iron car, and explained its construction. A beam runs longificatinally of places of metal and wood; the beam branches at the end, and carnot disjoint, arrangement of beams brings tensile strain of metal into action; its corners are without joints. What is claimed is lightness, safety and durability. The tron car is eight tons weight—about half that of a wooden one. The fine suing plates or sides are two plates of sheet iron, and pastaboard between. The cost is the same or more than the ordinary passenger cars, but lightness and safety make it cheaper.

Mr. Horsen raid it was important to know all about it, as to its comparative expense, weight &c., for it was a matter of deliars and cents. He requested to know if there were any tron cars employed on railcoads.

Mr. La Morine said there was one building at [Patterson. Mr. Hayes—What part of the car do you claim patent for?]

for?
Mr. La Morsus explained his improvement.
Mr. Harss—I buils some sixty freight cars of fron, which run on the Ba'ttmore and Onto Railread, the doors are lined with India rubber, and I see nothing new in the in entities before me, excep, the additional heing of pastabeard and fron. One of the cars ran off the track, rolled over a cow or two, fell cown an embankment, but was not naterially injured. The cars were used as proveder cars, and he did not see any novelty in Mr. Le Mothe's car.

Mr. La Morne said his care would hold three times as much.
The Chair said it might not be prudent to make wrought fros attractors without knowing about crystalization. Mr. Curus exhibited the Proust axie box, and a general conversation on grouse followed. Referred to committee Mr. HECHOTE exhibited and explained his plan of oar

Mr. BARKER, of the Baltimore and Ohio Railroad, saw.

couplings.

Mr. BAREER, of the Baitimore and Ohio Railroad, saw, tested and approved. This arrangement is for coupling cars by merely running them together, having also cars by merely running them together, having also bumper stached. Referred.

Mr. Fisuar entered into an explanation of Leonard's dyna consider. A mession counted the matter was referred.

Mr. Rich said he was requested to present a new Trail, having three sides, which can be used successively. It elicited a prolonged conversation, and some with remarks from Mr. Hudson.

A motion was made to adjourn.

The Parsmerr, in putting the motion, said:—We have proceeded so far, and it is the duty of the members to do all in their power to advance the interests of the association. It is an important one, and if rightly carried out, is calculated to do good, and he hoped to see it flourish. Now that we put our foot in it, I don't think we can carry the joke too far.

COURTSHIP AND MARRIAGE BY EXPRESS.—A wedding took piece on the lighting express true of the Mining species true of the Mining species and salesburgh. The happy couple were Mr. W. H. Webster, of Otago county, N. Y., and Miss Racelles C. Bayd, of Serbary county, Obio. They were married by lond Elwards, Eq., a justice of Kaiarosaco. We are informed that the coursisp took place during the ride from Otherso to that point. When people of the opposite sex do their courting in the short space of some four or five hours, while riding at the rate of about thirty-two miles an hour, and marry while triing at the same lightnaing speed, we block no once will dispute that the is a fast aga. The happy pair went to Cleveland by steamer last evening.—Derrost Accertiser, August 28. COURTSHIP AND MARRIAGE BY EXPRESS .- A wed

FREE HORSES ON THE GROUND—TRIALS OF THEIR SPEED—TROTTING RACK RETWEEN PLORA TEMPLE AND LANGET—PRIMITUMS, ETC., ETC.

The day was remarkably fine, and just suited to the purposes of the exhibition. According to the programme \$1,400 were competed for by fast horses. The exercises of the exhibition during the day consisted entirely in the examination of horses and trials of their speed. The first premium was \$500, the second \$300, the third \$100. The discretionary premiums amounted to \$500.

The money taken in at the ticket office of the exhibition

on Tuesday amounted to \$750. As early as 9 o'clock in the morning carriages of all kinds and descriptions were driven through Eimira, the postil-lious crying out at the top of their voices. "To the fair;" "Twenty five cents to the fair;" "Twenty five cents to the fair;" "Only one shilling to the fair;" " First carriage to the fair." No thing was thought or spoken of in Elmira except the exhi bition, fast horses and fire engines. The numerous hotels in the place were crowded with visitors. Every variety of horse and vehicle that country care or indifference could generate was pinioned to the ground by the entracce to the fair; while the potty auctioneers, and smen, multitudinous venders of nestrums, broken down fiddles and drums, jarred forth a perfect babel of confusion. Within the fair grounds there were likewise several yen

standers. The premiums were not awarded at the time, nor did the committee declare to what horse they would be awarded.

There were not a great many persons present to witness the examination of horses in the foreneon, but in the afternoon the people, men and wemen, flocked is multi tudes to witness the trials of apeed. The rustice who do mineer ever the soil of the neighboring country, seemed to rush on masseto see the sight, while the traits from all parts of the country were overloaded with visitors to the fair. There were likewise present many plous people, who would consider it damastion to witness a horse race, but who were intensely delighted with those (agricultural) trials of horses speed. Cantry belies made a profuse exhibition of red faces, while country mairons, even with lafants in their arms, did not lack representatives. The fire companies who had arrived in Eliniar, were present in foil force with their bards.

Obsiles P Reif, owner of the Lancet, by a letter to rider of his horse, Mr. McGlauchlin, refused to let lancet trot against Flora Temple, except he, Lancet, was under the saidle. This annouscement caused the judges a good deal of trouble, as the order was for all the norses to trot in sulky, and if Lancet was witherawn there would be no horse that could commete with the Fiora Temple aufficient to make the contrast interesting.

Mr. James D McMann, the owner of Fiora Temple, said he was willing to trot his mare in a sulky against Lancet under the saidle, though he did not thick there was any chance for Fiora to win under such circum relaces, but he would try her rather than detract from the interest of the occasion.

The following horses were entered to compete, by trot.

interest of the occasion.

The following horses were entered to compete, by trotting, for the premiums (\$569, \$300, and \$100):—

1. Lancet, belugged to Chas. P. Relf, Philadelphia.

2. Fiorn Temple. James O. McMann, New York.

3. Miller's Bamsel. U. Carlo, Brocklyn, L. I.

4. Red Bird. J. J. Crawford, Yates, Orleans county, N. Y.

3 Miller's Bannel. C. Carlo, Brooklyn, L. I.
4. Red Bird. J. J. Crawford, Yates, Orleans county,
N. Y.
The above numbers denote the order of the borres in
regard to the lands of the track.—Lancet baving the pols.
The floor horses then started nearly abreast.—Flora
The floor horses then started nearly abreast.—Flora
Temple a little abond; and noted her own against Laccot till the first quarter turn, when the gained a little
upon him. The next quarter of a mile was hairy contained,
lancet gaining a little upon Flora Temple. At the
haif mile pest the head of Lancet was just up to the
wheel of Flora's sulkey, the two other borres being a
length or two behind. The concet was then very close;
two to one was offered on Lancet. All eyes were bent
with breakhless eagerness upon the two rival horses. For
a second they were hid from the sight of the judges be
had a canvas tent, but when they appeared again on the
three fourths of a mile turn, Flora was two lengths
ahead of Lancet. A shout of applaure areas from the excited multitude; they accumed by his rider, and began
to gain on Flora Temple till he pressed close upon her,
upon which the friends of Lancet sho ted in their turn,
but before the about died away Lancet had broken into
a run, and on being held in lost considerable headway,
while in an instant Fora swept in past the judges full
four lengths ahead, she made the mile in two minutes
and twanty-eight seconds.

The judges deuded:—
First.—Flora femple.
Second—Lancet
Third—Miller's Damsel.
Fourth—Red Bird.

\*\*RECOND COURSE.\*\*

Fourth—Red Bird.

After resting the horses some twenty minutes, they were started again, all abreas; except Lancet, who was a full length behind, but he gained on Flora to the first turn when she began to gain on him, and at the second turn, had doubled her starting distance. Lancet was then pressed hard by his rider, and purformed the second quarter of the mile in most bractiful style, gaining steadily on Flora, so that as the haif mile post his head was in a line with the hind whosis of Flora's suity. A shout of line with the hind wheels of Fiers's sulty. A shout of triumph areas from the frience of Lancel, for they tought if he could gain so much on Fiors in a quarter of a mile he would pass and best her in the last half mile. triemph areas from the frence of Lances, for they trought if he could gain so much on Flora in a quarter of a mile ne would pass and beet her in the last half mile. Two to one was again offered on the noise, but no one appeared in a bettler mood, though many stack to their faith in the little red mare. The shoot which arose from a portise of the crowd drew the attention of Flora's driver, and he, turning his head, saw how Lancet hat gained upon him, and how descreately he was struggling to pass Fora. Then was the critical point of the centest; if the house passed it was a zone game for the mare. The driver, seeing the position of a airs, spoke to Flora, and she as if faciling that secondar failure hinged up a that instant's struggle, with swifter leet sped on through the battle's hot climax. For the pest eighth of a mile was seen the florat trolling that ever took place on that track—Lancet did his seet, Flora out did hersell, and won nearly I wo lengths upon the horse in that disance. Thus they passed belind; "Flora's beat?" The edno of that dry had scarcely died a way, and before the attendablement it organized could deep seed forth. "Flora's behind;" "Flora's beat?" The edno of that dry had scarcely died a way, and before the attendablement it organized could deep related forth, "Flora's behind;" "Honest is held a way, and before the attendablement it organized could be here to a row homeself, and on being retired in was passed by Flora. As the horses rounded the third torn is the track Flora was three or four leagh shock for the third torn is the track Flora. As the horses rounded the third torn is the track Flora as the horses rounded the third torn is the track Flora was three or four leagh she held of the hist torn lancet again broke into a row. The content in the hast egain of the mile was quite close and exotting. Flora Femple was a length ahead of Lancet, while Miller's Dames! and trackly server seconds.

The Jodges ce ded:—First—Flora Femple was a length ahead of Lancet, when was entirely broken up.

First - Flora Temple.
Scornd - Lazort.
The fee Biller's Damsel.
Fourth - Red Bird.
Thus closed the exercises of the day. Though the greater notion of the multitude were rustice, their soha vior during the race was remarkably exemplary. There was no drakenerses, fighting, rowing or dissurpances of any kind during the day 'the crowd was courteous and good natured, readily obeying the officers who pressed them hade from the track. Everyted, seemed delighted with the afternorm's performance. Not a marmar of discontent store from any one.
To morrow will be the first day of the firemen's grand tournament. The performance is expected to be exceedingly intereing.

tournament The performance is expected to be exceed ingly intereing.

The Properlier J. N. Harris and the Bootes Recovered to be exceed the properlier lies in about rively six feet of water and is beading about southwest, with all her masts gone. Her boats are lying on the deck. The vessel has about four feet heel to star board, and the star-board side of the cable deck has broken from the vessel, and raised three or four feet, and it is the opinion of Capt Harl that some of the bodies have ecosped through the specture. While down Capt. Haff became entapted in the rigging, but con extricated himself. We understand that the propeller will be further explored for bodies. Since writing the above Capt. Haff bacanied on us. We learn from him tisst the propeller cannot be raised without the greatest difficulty, and would not jossify the expense. The body of Miss Robusson he found in the convenion way, weigel in, in some manner, but as soon as it was detached, it one to the bodies were found closely pressed against the onner side of the drick. While under water the fall looked very natural, but is mediately on coming in contact with the under that the propelled are and the bodies appearance. Capt. Haff seeerves mich credit for his successful efforts. If year, as a general thing, are not willing to go below lifty feet, as which detance it is quite dark and the pressure great; but Capt. Haff has had considerable experience in this beginner, and has encountered some of the most difficult undertakings.—New London Star, Sept. 1.

Markiage Experiences.

MARRIAGE EXTRAORDINARY .- An elderly woman MARRIAGE EXTRAORDINARY.—An elderly woman, named Frudence R Wilson, called upon Alderman Entire yetterday, and made a complisin, in waich she stated that the wak a resident of Manayonk, was 64 years old, and bad, a short time age, after a courtship of three days, married a man named James B. Wilson, who represented to ber that he had a pleasant home at the Point, in Battimore, that the soid ber furniture for \$100, which, with \$161 cash, which she had previously saved, she gave to Wilson, directing him to take it to the Commercial Bank in bits day; that Wilson had not returned after going to the bank, nor had be been beard from since. Wilson, it seems, espelvated this woman by what the terms his pooletaks. She also states that the minister who married them is good tooking too. Wilson had represented that he was worth a large amount of property in different quarters, but his we wife has since discovered that all his representations were false. Thus the said Wilson has secured the nice little sum of \$101, whilst Fradence petter never a widow to all to sais any targoness. Widows, beware !— Philadephia Endger, Aug. 29.

## THE ATLANTIC CABLE.

Hints from Correspondents-Plan of a Floating Tube for Paying Out the Cable, etc. TO THE EDITOR OF THE HERALD.

To obviate the recurrence of the principal cause of dan ger to which the failure in laying the Atlantic cable is altributed, I would suggest the expediency of passing the cable from the ship through tubes of wood of a length in all, when connected togo her, of eight hundred or a thou sand feet. The tubes, each of the length of, say six fees, can be easily constructed in semi cylindrical sections by grooving, and secured by clamps or other fastenings. Their interior diameter, to be sufficient for the passage of the thick or shore end of the cable, about two inches; and the exterior may be in the form of a square of three or four inches; the whole of the joints, when placed to end in line to be lashed firmly to two ropes, running one on either side and of sufficient strength to secure the whole firmly to the end of the ship. To add bucyancy to this floating, fix xible tube, lorgitudinal strice of cork, fitted to the sides of it to be attached to the several joints and towards the extremity; air tight cylinders, of tin, painted, of about four inches diameter, and corresponding with the wooden joints, to be likewise atta-hed to the upper sufferes. These cylinders should be pointed at the ends, to render their passage through the water more free By this means the cable would be protected from rupture or any damaging strain by the surging or sudden elevation of the stern of the ship—a danger which can bardly fail to recur if the cable be run out into deep water in a nearly vertical direction, as appears to have been the once when it was broken. The effect upon the cable at its point of departure from the floating tube, through the meat violent surging of the ship, would be so inappreciable as to add little if indeed anything, to the strain upon the submerged pritten of it. The joint of the tube nearest he ship might probably be contrived to operate as a brake. If, for in stance, it were lined with guita percha or other softer material, it might be so constructed as, by external screws or nevers or other means of compression, to relard (by a moderate frictional resistance), the speed of the cable in running out. The joint is question should, for this purpose, be secured to the ship with corresponding fastenings. The time required for the sub-idence of the cable in deep water must be much greater than was estimated. Dering this process it will be necessarily subject to the infine noe, to a certain degree of under currents, and, consequent a larger extra quantity of cable than was constructed with read to be taken out on the next trial. I sugget the above plan of a firsting tube in t the exterior may be in the form of a square of three or four inches; the whole of the joints, when placed to end in

TO THE EDITOR OF THE HERALD.

New York, August 30, 1857. It seems to me the projectors of the Atlantic cable have It seems to me the projectors of the Atlantic cable have overlooked a very important feature in laying it down they should commence on this side of the ocean. It is well knewn that the guifatream sets towards the north and east, and the prevailing winds of the North Atlantic are from the west, as is indicated in vessels making a much quicker eastern passage than the western. It is very important that the cable arould be laid with the current, or as near as possible, as the immense length between the ship and the bottom of the cosen would carry it miles out of its course I would also suggest heavy leaden weights at certain distances from each other to hatlitate the sinking of the cable. W. H. M. TO THE SDITOR OF THE REBALD.

The successful hying of this cable depended upon the faithful fulfilment of the three following conditions :-

First—The cable to have a clear run, wishout being chafed or jammed against the sides of the groove in the delivering wheel. Second—The cable to be paid out at the same rate as the ship's run, with an attendant apparatus merely to accelerate or retard when necessary.

Third—The cable could not be broken by the ship's advance

Case 1-The ship's rolling will tend to throw the cable from side to side of the groove, and a heavy larch will case it to surge entirely out of its berth (national) to abovinte rids the axis of the wheel ought to traverse port and starboard a sufficient distance to accommodate the

and starbeard a sufficient distance to accommodate the roll.

Case 2—There should be no stubborn brake, for that would inevitably cause a break, as has been satisfactorily propen.—Wheperleutic doct subtum?

Case 3—The brake or brakes should be clastic, and indicating the strain that is then upon the cable, which ought rever to exceed one half of its strength. To insure the equality of the ship's run and the cable's run the cable must be supplied direct by the revolutions of the ship's propeller, assisted, as I have said, occasionally by a power in reserve which indicates the force, but cannot part the cable

a power in reserve which indicates the force, but cannot part the cable

The machine that has been put together is complex, expensive and clumay. Wooden friction wheels and releast, connected by clastic bands, would have worked much better than tooth and pinton, and at a motety of the cost. Five knots (which is 5% miles) per hour is too fast, except under very favor able circumstances.

"Wisely and slow; they stumble that run fast."

Cold Symbol, August 29, 1867.

TO THE MITTOR OF THE HERALD.

An explanation of the supposed under currents, to the influence of which many persons are disposed to attribute the less of the cable, will be found in the enclosed essay, whitshed some time since in the HERALD, and recently

published some time since in the Hanals, and recently noted in reference to the management of the cable. The retrea ing of the cable—its tendency to descend in

the direction of its inclination—is there pointed out. (See paragraphs marked a.)
The secret of the anomalous temporary interruption o

The copper conducting wires were drawn and broken; the gutta percha stretching as the spirals of the outer wires were elongated, the continuity was lost But when came slack, as it was deposited in "waves upon he bot-tom," the guita percha, relieved of strain, and, by virtue of its elasticity, contracting, brought together the ends of the broken conducting wires, thus restoring continuity.

This restoration of continuity, which might have been

anticipated had due regard been paid to the construction of the cable and the varying conditions to which it was subject in paying out, is a striking proof of the fact that the conducting wires were broken on the way down while the gotia percha remained unbarmed, though strained severely. Had continuity not been re established the interruption would have been generally attributed to abrasion of the gutta percha, and a great error of con struction would have remained une xexaed

There are some who doubt the possibility of laying a telegraph cable across the Allen is 1 think it may be safely stown, however, has the eventual accompilishment of the project in much within the limits of probability. It is true that we have but its is experience in this kind of on sinceroing, yet in kindred branches there have been many inveresting facts developed bearing directly soon talls subject. We know, for instance, that not us frequently four or five mine of small value, less than no tentu of an inch in diameter, have been versed into and dragged by heavy weights to the bottom of the sea, and that in some instances these lines have been recovered from a depth of nearly four miles.

Ruppose that, without attaching weights, you were to pay this twine freely out, and to run on with the sintp, you might go from New York to Ireland, and if the line were ance soongh to meet the demand of eliverse currents, it would be unbroken. This twine would require no regulating machinery, but it would exercit stake to the houton jobes in the order of the property of the meeting of the meeting of the property of the property

it in that respect as well as in some others. But this compressive incompressibility of India rubber is only observed when that substance is entirely immersed; but parts of the cable will be above water, and as guite percha is nearly the same specific gravity as water, (b) its longitudus at extension, granting it incompressible, well chiefly be restrained by adherence to the copper wires; the outer spiral wires well in some degree clongale with the guita percha.

In the perfect form this cable represses flexibility. Help

chiefy be restrained by adherence to the copper wave; the couler spiral wires with its some degree clongate with the guits percha.

In its perfect form this cable possesses flexibility, light ners and great strength; it might be highlar with advan lage. To say that a cable will support six or saven miles of its length whos awapended in still water, conveys, but a very get eral notion of its adaptability; for a rope of specific gravity nearly that of water, would support many more miles of its length when so suspended.

(a) We must take into consideration the fact that the cable is to a certain extent to be dragged laterally through the water; the resistance from this source will exhibit it sid in the sliding arier n, or back set, before alleded to its its lendency of the cable to run in the direction of iscitization, which will render the operation of laying it difficult. Perhaps it will be necessary to arrange the regulating machinery we as to indicate constantly the strain upon the cable, and then to weer no more than safely demands.

It has been observed in deep sea sounding that the lines have a tendency to twist, probably in part due to spiral character of surface. It is usual, therefore, to attach swivels to them; the conducting wire does not admit of such an appliance. The amooth and unbroken spirals if the wire cable affording an easy passage to the water, it is to be anticipated that as mile after mile of this cable goes down it will be its amile after mile of this cable goes down it will be a terminate will follow the chip and accumulate. But this projection is follow the chip and accumulate. But this projection is deposited to the recognized makes useful disposition of these coil turns, rendering it unnecessary to complicate the arrangument of the cable co board with reference to the reculting turns; and this application, which does not appear to have been recognized makes useful disposition of these coil turns, rendering it unnecessary to complicate the arrangument of the cable co board with referen

ment of the cable on board by attempts to avoid or leatroy be m.

The character of the curve assumed by the cable on its way to the buttom will espend upon the velocity of its descripted in the speed of the ship.

(b) If the cable when extended horizontally upon the water sinks faster than the bit runs, the convexity of its curve with be towards the bottom; the upper portion, rearly sertical, will descend more directly, and therefore more rapidly to vards the bottom; the lower portion will convex entity be deposited in mants upon the bottom.

But let us suppose that we have a cable which, when taid horizontally upon the water, will descend leas rapidly han the ship advances.

That we suspend this cable vertically from the cable, to prevent waste, the ship moves off at pernaps the rate of ten miles an hour.



It is obvious that as her dragging force is applied at right angles to the vertically suspended cable, the resist aree of the water will cause it to assume a curve, (0 2.) its cost cavity to rards the bettom. Now as the vessel runs on from post ion 2 to 3 and 4, constantly obecking the cable to prevent its running right down, the angle will become less and less, until the uragging force of the shin will be exerted nearly in the fine of the cable itself, (0 4). Then the gravity of the cable coming late play, carries to y this line, to that its convexity is towards the bottom, (0 5). But the apper portion of the cable, which is being continually plaid out from the ship, sinking with a lower velocity them the ship's rate, will still present its concavity towards the bottom, (0 5.). There will be a wave in the cable, and this wave will exist, whether we start an any posed, with a cable suspended vertically or sim ly in clined, so leng as it is checked on board the ship; and this check campus be observed with, except in the case of a cable much lighter than that of the attaint Company.

This wave would, under or riad conditions, cause the exhibition of singular variations in intensity of the strain upon the cable.

If, for instance, the speed of the ship be reduced more or less coddenly to less than the sinking velocity of the cable, the wave will travel towards the shin, and the arrain will be reduced in an extraordinary degree; but a moment after, the cable, assuming the calonary 6; will exert a remradous power. It would then be necessary to increase the speed of the versel without altempting to strest the cable units considered the great velocity of such a vonning out, we may fear fatal accident as well as wate; and we we reimpressed with the importance of at aching an indicator of intensity of such a vonning out, we may fear fatal accident as well as well as the regulating machinery. This may be an complished by the employment of elliptical springs, so applied as to receive from the axie of the drum, or drums, t

Naval Intelligence. DESTRATION OF THE SLOOP OF WAR CTANE - We publish

ed on Friday an article from the Boston Advertiser, which stated that the Cyane had salled from that port, bound, prob ably, for Aspin all We have since been informed by one

of the efficers of the vessel that her destination is St. John N B. There are also some errors in her list of efficers as given by the Advertiser Liest. Maxwell's name, who it the acting matter, is left out. Surgeon S R. Addison is detached from the ship, and Surgeon Wheelwright takes his place. John Ferguson is the purser's clerk, instead of John M. Falk; and Amos Colson is not the postawain ADVERTISEMENTS RENEWED RVERY DAY.

AY INFORMATION CONCESSING BOSA RELLET A daughter of Loke Settly, Caran county, Ireland, will be thankfully received by her broken Rallely, Kenanaville, S. C. A LHION, WHY DID YOU NOT O ME TO NIBLOG ON Wednesday evening, agreed the previous Frinay night: Walted three rights at the ferry, from hilf-past siz. "Please reply.

N OWPER WANTED—FOR A DASTERRECTSPE OF A alade dressed in dark muslin, with whice spots, dark honnet, with waite strings in front. Address C. H. J., Hersid cliffor.

OUNTY OF LONGFORD—INFORMATION WANTED OF Edward Moran who came to the country in 1986. Any information concerning i in will be thankfully received by his sister, An Moran, 181 Variek street. If MR. JOHR B. QUIRE JR., HAPPENS TO SEE THE Advertisement. he will confer a favor by sending his address to James G. Reid, Jr., Herald office, New York

INFORMATION WANTED—OF MR C. W. G., OF SIRK by near buddersheld, ungland, who left that place and the ridder of July that to visit the United States allow which time us hing has been heart of him. If this should meet his eye be with bear of sometimes to bis advantage by usiling upon Stavert, Zegomaias & Oo., 145 Broadway. INFORMATION WANTED-OF THE BODY OF MRS.
I Maxwell, who fell overhoard from the barge States Rights on the afternoon of the 4th. She had on a red striped called dress, so shee. A liberal reward will be given on smalling word to Mr. James Martin, 404 Greenwich so set.

IFFORWATION WANTED—OF JOHN FURLONG I Ween last heard from he was living on States (sland about one year since any information of him will be thank ulty received by his brother, was Furiess, on board the steamer city of Norfolk, sast river, p er 18.

NEW PUBLICATIONS. MADAME LA-VERIER BOOK. MADAME OCTAVIA WALTON LE-VERT. Two vois lime, cloth—\$2 00. Just published, and for sale s. H. GOETZEL & CO., New York : No 117 Fulton street,

Mobile : No. 33 Dauph.a street. LUAN OFFICES.

1 - VSTABLISHRID 1848 - THIS OLD AND RESPON
to the rometenion house advances any amount on goods
of value viz, diamonds walches, jewelry, planes, furniture, by goods, segars and personal property of all descriptions. Private offices for business, isools stored and sold or
commission. Pawnbrokers tickets bought.
J. BACCUFF, 366 Rycadway, cerner of Walker strees.

\$50,000 TO LOAR IN SUMS TO SUIT APPIAl personal property, or the same bought for each business prompt and confidential. 25 Broadway, corner Readerstreet, room to 3.

\$50,000 FG LOAD OR WATCHER, DIAMORDS personal projectly, or tought and sold for cash. Notes, busine mortgages, choice, as, one visited. 10 Means shocks, on one visited. 10 Means shocks, one of Ass., second floor room fees 100 S and Sig. THOURSON & CO., weekers and commission more change. ANY AMOUNT OF MONEY TO LOAN ON WATCH HE diem not levely, At., by L. Jacobs, 102 One and street. Business about the store. Goods cought for each. Open from J. M. to 10 P. M.

ORBY LOADED ON WATCHES, JEWSLEY, OILD Monorly and all kinds of Recchanding, or burght for one Parties on the dealt with strict; confidential, and not be eastering a loan office. J. A. S. P. J.A. Willi, 407 Erosetway MONEY ADVANCED IN ANY AMOUNT-OF ALL THE MILITARY.

14 TH REPTENDER. TENTH ANSIVERSARY OF THE Captured Mexico by the American army. The surviving members of the First Regiment New York Volunteers, and takers who served in the way with Mexico, who wish to participate in the reception of the Soot Legion of Pounsylvania, are requested to meet at the Mercer House at 7½ o'clock on Tone-day evacing, October 8. A general attendance is requested, as the reports of different committees of arrangements will be made and important business transacted.

H. Gaines, Adjutant R. Y. V.

ATTENTION:—TO MILITARY OMPANIES.—THE
A STOPPING of the Bellevue Gardess is now prepared to
make arrangements with target companies, parades, for,
and would be glad to have them give him a cell carly, to seque days. He also wished to call their attention to the fact
matthe "management" has changed since last year, and that
giver attention and the very best accommodation will be
gives to his pairons. Foot of lightlets street S. S.
JOHN BARLOW, Manager.

A TTENTION. KRICKERBOCKERS — THE YOUNG Knickerbockers are requested to meet tale funday afternoon, as 5 o'clock, at 432 (ana. street, to elect a Saptain, Orderly, Fecretary and Treasurer By refer of B. J. KELLEY, Chairman protein, A Van Der Beek, Secre ary. NOTICE, THE MEMBERS OF THE KERRSY GUARDS

A sie particularly requested to allend a menty to ARDH at the trape Vine H tel. Becond aver ue, between second and I bird streets, on Thurday, September 10, at 7% o'clock P M. to await he report of the com mittee appointed at last meeting. By order.

Oapt, D. H. Markell, Chairman, W. I. INCHAN Secondary. WE I INCHAN Secretary.

THE ENGINEER CORPS. FIFTH REGIMENT AND their military friends, will vielt the United States forts of the harbor of New York on Thursday next, September 10. The company will assemble at their neidquarters, Pythagoras hall 138 Rew Canal atrees at 7% o'c ook A M. and the stramboat Putsam will receive them at the foot of PeoR at jo. Dodworth's Fifth regiment band will be in attendance Generals me are requested to appear in fattings uniform, with all arms

THE VETHAM CORPS OF 1812 OF THE STATE OF New Yers.—A regular meeting will be held on Monday, 7th inst, at 1/2 o'clock, at Heasquarters, Riell's Star House, 22 Liapener's urect. By order. A. W. JONES, Colonel. WM CORBIKES, Adjulant.

WE CORRERE, Adjulant
TO TARGET CORPANIES—EED HOUSE, HARLEM.—
The proprietor of this seantful place of react is now ready to regorize at h the ment one of companies, battalians or regiments, on the most reasonable terms. N = N = second avec use care pass the door. WM. A didOWN, proprietor.

U NITEO GUARD.—THE NITH ANNUAL TARGET and co lilen excursion of this company will take place on Monday, kept. 7, 1887, to 8t. Rouan's Well. Flushing. The members of the company will assemble at iteadquarters, amith; Hall. No 187 First avenue, at 6½ o'clock A. M. processy, it cull une f. rm viz. black seaver and black frock cont, white panis, white cross as d body belts, and shoponet heaths, and also provide themselves with muckets Stages will be provided as 1800A, to convey ind es to and from the soal. By order of FRANCIS CREAMER, Captain.

JOSEPH MURTHA, Orderly Sergeint

55 REWARD STRAYED OR STOLEN. A SMALL white poolle, only haired, rewally shorn, one car a litue yell-with. The above reward will be poid for his recovery at 53 Howard street, and no mestions saked

\$5 REWARD.—LOST, IN ONE OF THE BROADWAY to stages, a gold seal with compass. The above reward is more than its full value. Apply to G Green, 157% Sowery. 5 REWARD—STRAYED FROM THE UNITED DIPERSHIP HOLD OF STRAYED FROM THE UNITED DIPERSHIP HOLD OF STRAYED AND ADDRESS OF STRAYED OF STRAYED AND ADDRESS OF STRAYED ADDRESS

BY AND TABEN FROM THE STORE OF E. Clearwater A Co. 288 Washington street, corner of these e. s. r. set value marked B Thompson, these e. N. r. set value marked B Thompson, these e. N. r. curishing several account books and on ersof no value to any one except the owner. The above reward will be given for herafe return of said value and contents to the subscriber, and no questions asked.

B. THOMPSON, 298 Washington street.

\$200 REWARD FOR THE RECOVERY OF A LOT buttons, pind, alease buttons, pins, &c., &c. siolen from 15 Der street, on Eun fay last.

J. C. KINNAR, Werchanter Totel. CARTMEN. Takk NOTICE. No Raward WILL BE paid by the subscriber or the recovery of a truck taken last Tuesday afternoon from 113 Hudson street.

DOG LOST.-STRAYED FROM THE SERIDENCE OF M Mowan, Nisten Island, a small black and tan terring doe, white spot on his breast. Any perm is educated the asset to 37 William street, if and toor, will be fiberally be warted. OST-VESTERDAY MORNING, MESSAGE & A. PETER I so: 4 Co is check for one huntred dollars on Citizens Pank in favor of William Pani or bearer. The smblie required against receiving it, as payment has neen straped. The finder - I to one or a favor by leaving it with E. A. Peter son à to, \$15 Canal street.

I CST—SATURDAY MORNING, A FINE HEMSTICHED bandserolief embroidered in table L. W., ether in an omiting or below Stewards. The index will be rewarded by leaving it at 55 Kast Thirtieth street.

LOST-A CAMEO BREAGIPIN, BY A LADY, WHILE Leasing from No. 52 "ast Twen y third sir-et across Madison square to the current Hroadway and Twenty seventh street. A suitable reward will be given, if returned to No. 17 West Twenty seventh street. West Twenty seventh street.

LOST—A DRAFT DRAWN IN GERMANY ON GELLA peaks, Kentgen & Reicheit 50 Wil in street, at three
cays sigh for \$10.3 %, in favor of H Bodes. Payment having been stypnet, it is of no use except to the owner. A sulable reward will be paid if returned to 35 Pearl street.

FERMER & CO.

CST-ON PRIDAY EVENISG, IN GOING FROM FOOR, teeth street to Niholo's Garden, in a size a gold broodle. The finder returning the same to 125 West Fourteenth street, or 19 Beaver street, a stairs, will be liberally rewarded.

OST-YESTERDAY, ABOUT 5 P. M. ON OR ABOUT 18 the corner of Chamber and dreenwich streets, a glid bracelet, for which the full rather will be given, it being the gift of a deceased relative, by returning it to Mr. Phillips, 373 Grand street.

CARPETING, OILGLOTHS AND CURTAIN GOODS, SO.

TOUNG a JAYNE'S Store.

NOTICE.

SOLONOR & HART.

243 Broadway.

Announce their intention to remove to their new store (now erecting) on or about the ist of January, and have determined upon selling their new stock of

HATIN DE LAIPES. BROCATELES.

LACE AND WINDOW SHADES.

CORNICES. PAPER HANGINGS. &C.,

At an emprecedented reduction in price.

In offering this inducement, their stock will be found replace with every article in their line. Families furnishing, or in want of

Upholstery goods, curtains.

want of Upholstery goods, curtains, Materials for furniture, Materials for furniture, Mindow shades, &c., &c., are invised to avail themselves of an offer that may never occur availab.

H. H. A. E. being practical upholsterers, purchasers can have their curtains &c., made up in the best etyle, and after the newest French designs, received by every steamer from their source in WINDOW SHADES.

Made to any design or paints.

CHAMPION BIGATTA.—A GRAND REGATTA WILL take place on Wednesday, 16 h instant, from Maddins Hall Tempkinsville, States Island, (fort landing) for all fair nine teen and seventeen feet working boats.

First Frize.—\$30 for nine teen feet boats. A single pair of sculle, no ruigers a knowd. Ruitanos St.

Front d'Frize.—\$30 for nine teen feet boats. Two pair of sculle, no our iggers. Entrance St.

Third Frize.—\$50 for nine teen feet boats. Two pair of sculle, no our iggers. Entrance St.

Routes can be made at Burns & Cregier's corner of State and Whitehall strocks, Whiteh all slip

WOR SALE—THE CLIPPER SLOOP YA-HET BAUTI
Tos., of about six tons; well known as the fastest and safest hold of her size on the, Bay in as rong breeze; centre board, Carrel build, coppered and copper fastesond, very srongly built, carved and girled stern and cutwater; work-manach pail of the best, and is well found in every respect. Apply on board, foot of Washington street, omittee can'd bails. Jersey Ully, TAKE FLACE.

Eb. Jersev City.

PEHATA—A GRAND REGATTA WILL TAKE PLACE
From bridge, Brooklyn Open for all boars if feet and under
allowance of time two minutes per foot. First price, 507
second, allver cup; third boat to save entrance for Entrance
8. A H. SEEDLET,

A HIGHLY RESPECTABLE LADY IN VERY GREAT pecuniary embarrasement, wishes to meet with a party who would loan her \$200. Security and references given if if required. Note need answer this afterdiscense unless really able and willing to loan the above amount for three so able, address Mrs. Julis. Union square Fos office, for three days. BAUKEN SAME SILLS SOUGHT, RESORD ISLAND Course, 50 conts; South Royalice, 80 conts; Farmer's Back, Wichford, 31 cents, Warren Cronsty, 40 conts.

ULEVELAND AND P.TTBRUNG RAILROAD COM-ber, will be paid as the office of the company in Cleveland. Few Tors. August 81, 1867. Frick OF A. NICHOLAS BANK NOTE ARPOATER.
TO Wall street, New York.—The bills of the Iron Saak of Rockaway, New Jersey, new bought at this office at the under name for Jersey money, viz., one-half per cent.

STOCK LOANS FOR THIRTY TO NIMETY DATE of made by JOHN WM. GUIVEY, banker, No. 24 Nassan street, southeast corner of Cedar street. WARTKD—THE LOAN OF \$150, FOR WHICH A FUR-thed room with or without board, will be given, where there are no hoarders. Location up to we, and very retired, cas and boarders. Location up to we, and very retired, cas and boarders. Address Mem. Main, Herald office.

CAUTION .- PHELAN'S BILLIARD TABLES AND COR

the imprection and patrocage of the public.

DHELAND REW ROOK ON BILLIARDS, WITH FULL to instructions for playing the game, win rules, diagrams, and everything relating to the game, is elegant gilt bindles.

EXT pages smilter for one dollar.

OCCUMENTER & COLLENDER, EL Ann street, E. Y.

PATENT COMPRESSED IVORY SIGLIARD BALLS patered August 4 1857—manufactured from compressed ivory at one half free cost and of the same weight and elections the control of roots of the cost and of the same weight and election at the control of the pater want received not to get out of round or obly, and will never want received in the colorions, proprietors of billiard aslooms in New York, have them in use, and to whom I refere measure. During the Cornel I 93 Dunne street, Messer Laward & Healawin St. Cornel I 93 Dunne street, Messer Laward & Healawin in 532 Briadway, Ac. Prices of refer. No. 25 186, 59; No. 25, St. Laward bankschile balks, 310. They will be well packed and sept to ane next of the counter on resected of rive to mail. Will M. M. WELLING, investor and said manufacturer, 410 lie some street. New York.